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Information

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## INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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C-O-N-F-I-D-E-N-T-I-A-L

COUNTRY	Romania	REPORT	
SUBJECT	The Port of Constanta	DATE DISTR.	30 June 1955
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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. [ ] ship anchored off Constanta at 2100 hours on 28 November 1955. At 2145 hours the pilot, escorted by an armed soldier, boarded the ship and moved it to the outer harbor to mooring berth No. 9. As soon as the ship was anchored, the public health physician, a nurse, a representative of Romtrans, and two armed soldiers came aboard. 25X1

2. A cabin was made available to the doctor to carry out his examinations where he examined the crew individually. Following these examinations, the doctor visited the storeroom and refrigerators. At 2330 hours the ship was changed to berth No. 10. 25X1

3. As soon as the ship was anchored in No. 10, the police and customs officers came aboard to inspect the ship. The police included a captain, lieutenant and ten men. The boarding party divided into three groups and visited all accessible compartments, including the master's cabin. During the inspection, the crew was collected in the officers' room and guarded by an armed soldier. The customs officials sealed the material on the ship's manifest, as well as binoculars, sextants, cameras and radio. At 0240 hours the police inspection was completed and the ship was placed under guard. The guard remained throughout the stay in port. At 0900 hours the pilot came aboard again with his armed escort and changed the ship to berth No. 6 to load lumber. 25X1

4. [ ]  
a. Pier No. 1 - Military pier: On the pier beyond the first masonry structure with an inoperative semaphore above it, there is a shed with construction material under it. Beyond this shed there are two or three small storehouses with pitched roofs of shed type in which barracks material is stored. Beyond this point there is another masonry structure similar to the first, with a complete signaling station on it which is operating: [ ] 25X1

Romanian naval vessels [ ] and a yacht were moored at the pier. 25X1

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC			
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C-O-N-F-I-D-E-N-T-I-A-L

- 2 -

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- b. Pier No. 2: Three cranes are located on the south side of the pier and and the Rumanian naval school training ship, MERCEA, was moored on the west side.
- c. Pier No. 3: Several vessels including the TRANSYLVANIA were berthed at this pier. The TRANSYLVANIA, which berthed twice in a 3-day period, carries passengers and cargo between Novorossisk and Durres. The shipping agency, pilot, customs and police offices are located in a large masonry structure on this pier.
- d. Pier No. 4: At the shore end of the pier six electric cranes are being installed on tracks; the electric current is connected from the shore. There are also three wooden sheds with a fenced parking and storage area in the rear on the pier. Immediately behind the sheds is a new building under construction which may be used as a warehouse. There are two additional buildings on the pier; a large masonry warehouse with four steel doors, and a structure which is supposedly occupied by port workers and used as a public dining hall.
- e. Pier No. 5: On the north side there is a building housing an electric power station with a dynamo powered by endothermic motors. The grain warehouses are also located on this pier. Some workmen were laying an insulated cable, about 12 cm in diameter, in a conduit. Apparently this conduit is a continuation of the one on pier No. 4.
- f. Pier No. 6: Several ships transferred cargo at this point. A Soviet vessel was berthed at this pier. The Soviet vessel loaded expensive wood. Three Rumanian motor torpedo boats were berthed at this pier. Equipment on pier No. 6 includes: a building apparently occupied by Soviet soldiers; a floating drydock which was occupied by a 3,000 ton vessel; a large shed equipped with a machine shop, and a marine railroad of masonry construction. Repair work was underway on the pier and a large steel floating jib crane was being used.
- g. Pier No. 7: The north side of this pier was not in use, however, the south side can be used for any type of cargo handling. Several ships used the berth alternately. Several stacks of lumber were on the pier. At the shore end there are wooden barracks occupied by offices which check on lumber loading.
- h. Pier No. 8 - Petroleum pier.
2. The port of Constanta is very active commercially, especially in exports of lumber and petroleum products. Several countries are represented in this trade, especially the USSR for lumber.
3. Living conditions in Constanta are precarious; food is scarce and very poor in quality. Almost all civilians who come aboard foreign vessels ask for food. The port workers are issued clothing by their labor union. The clothing is clearly marked in red "PCA" on the left side of the chest.

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- 3 -

25X1

One pair of shoes a year, one blouse, a pair of grey-green trousers padded with calico and quilted, are distributed exclusively for work clothes, but because clothing is in such short supply, the workers wear them at all times. Food and clothing stores have small stocks; chalk or wooden hams appear in the show windows of food shops. The pavilion which was formerly exclusively for the Soviets is now open to the public. There is a motion picture theater, dance hall and restaurant, but the restaurant is not in demand because of the high prices.

4. Numerous soldiers were seen in Constanta, but their arm of service could not be distinguished.

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